





## Intimations.

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DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
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ADMIRALTY CHARTS AND BOOKS.

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**FLORIDA  
WATER****MURRAY  
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LANMAN'S**

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Be careful that THIS LABEL is on  
the bottle. Spurious imitations are  
generally made up with at least one of  
the special features of this Label and in  
close resemblance of the whole.

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Sold in this Colony since  
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## Intimations.

Don't Worry! Don't Worry!  
**Why Worry?**

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**PHAROS,**

The Mystic and Modern Astrologer

YES, WHY WORRY?

ABOUT your Business, Health, Pleasures, Friends, Abroad, your Love Affairs and  
Chances in Life. Yes, Why Worry? Consult Pharos. He is able to advise  
you, console you and warn you. His mission in this life is to help those in trouble,  
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money. Pharos is independent of this. Working and able to help all in trouble and  
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You are anxious to put your affairs in a business that he will prosper. With your  
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With the above Pharos will send you Free a Written Forecast of your  
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## THE ACTION OF ALCOHOL.

A contribution to the great discussion on  
this subject has recently been made by Dr.  
A. R. Cushny, F.R.S., at the last meeting  
of the British Association, and published in  
"Natural Science."The question to be settled is a twofold  
one, namely, what is its action in thera-  
peutics and also as a food, and so much  
feeling has been roused by intemperate  
advocates and denouncers, that all state-  
ments one way or the other must be  
weighed with the utmost caution, for pre-  
judice is rampant.There can be no doubt that alcohol has  
a value as a drug, and what this value is  
Dr. Cushny sets himself to discuss. That  
alcohol has a value has been stoutly denied  
by many, and this absolute denial has re-  
acted in its favour among many doctors.  
It has been defined as a stimulant and  
before going further we must decide exactly  
what is meant by this term. It is says  
the author, anything that increases the  
activity of any definite organ. The organs  
affected may be referred to as those of  
nutrition, the brain, and those of the cir-  
culation.Its effects on nutrition are referred partly  
to its influence on digestion and absorp-  
tion, and partly to its action on the food  
itself. The general belief, for which there  
is apostolic authority, is that alcohol im-  
proves digestion. This has been tested by  
a long series of observations and found to  
be incorrect. The production of digestive  
ferments is increased by a small quantity  
of pure alcohol, but this is not the case  
with alcohol in the usual beverages, and  
the amount in a couple of glasses of whisky  
is a decided overdose. Alcohol may pro-  
duce a slightly increased absorption by the  
intestine, but not more than does any  
other irritant. The difference in effect be-  
tween a small dose and even a light over-  
dose is marked.Anything that increases our appreciation  
of food is of value, for this improves the  
digestion, and here individual peculiarity  
comes in. A couple of glasses of wine will  
have a good effect on one subject and an  
ill one on another. The faded appetite  
demands exceptional measures. One man  
takes mustard, and is judged of upright life  
and conversation, while he who takes wine  
is condemned. The danger, and a real  
one, is that of the cultivation of a habit.  
Alcohol is a food; of this there can be no  
doubt, for careful experiments many times  
repeated have shown it to be so. Over 95  
per cent. of the alcohol ingested is burnt  
up in the body, and is thus a source of  
energy. It is comparable to sugar, and to  
deny its value as a food is to shut one's  
eyes, by the facts. But under certain  
conditions so are vinegar or even morphine.  
A food may be an injurious food, and its  
value, as compared with other foods, must  
be weighed into the scale.If a person unaccustomed to alcohol be  
supplied with it regularly as a food there  
is usually some derangement of the diges-  
tive functions. But this may not mean  
much, and cannot on that account be as-  
cribed to the poisonous effects of alcohol.  
Many unaccustomed foods will act on a  
subject in the same way.  
However, it has been found that alcohol  
lessens the power of the tissues to resist  
the action of disease-producing organisms  
and of poisons. No experiments were needed  
to show that the first condition is true. The  
statistics of cholera in India, and of pneu-  
monia in England, prove it beyond all pos-  
sible doubt. The power of resistance to  
disease is lessened by the habitual use of  
alcohol. Still it is not known what  
amounts are required to bring about the  
effect. All the experiments made on  
animals seem to have erred on the side of  
overdose of the drug. What has been  
shown is that amounts equal to a glass of  
whisky, or two glasses of port a day,  
exercise a distinctly deleterious effect.  
What the lowest limit is we do not yet  
know, but it is obviously a very small  
amount.  
Again, this varies with the individual; a  
fact that most people are aware of. In the  
lower animals the effects are fairly regular.  
Alcohol is a depressant, just as is chloro-  
form.  
(Continued on Page 3.)

## A FRESH CONSIGNMENT

OF

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**H. BUTTONJEE & SON,**

Wine &amp; Provision Merchants.

Hongkong, February 27, 1908.

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lularies; and

SOLE AGENTS for Miyao and Rishidake

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Y. SHIBUYA,

Acting Manager, Pro Tem.

Hongkong,

No. 2, FIDDER STREET.

Hongkong, May 15, 1908.

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**Colonial Secretary And  
Marriage.**

[illegible]

that this matter ought to be decided, before legislating. — In the case of Mauritius the reasonableness of a similar demand was apparently admitted, as will be seen from the Secretary of State's letter to the Colonists. In that case there is no hurry. Only urgency could justify, it seems to me, the letter of the Secretary of State, dated 28th December 1907, wherein, Lord Kitchener said, "The demand proposed must be adopted. The proposed legislation is essential for a domestic nation. It deals with the affairs of our own household. It primarily concerns the people who pay and the people who are paid. It is a matter for the Officials of the Colony. The interest of the Home Authorities in the matter is comparatively remote, merely academic, in a sense—unless indeed we seek to make the Government of the Colony dependent on the Government of the United Kingdom, which the Government guarantees these persons. I need no information on this point. Of course it is easy to conceive that, for the convenience of the Colonial Office, uniformity with other parts of the Empire would be desirable, but considerations arising out of a perhaps too exclusive study of that convenience can hardly be regarded as such first-rate motives as to justify the abandonment of a policy of expediency, which has been followed for years. We can all understand that it is irritating to the Head of a Department, bent on simplifying the work of his office, to find his plans upset by men showing an unexpected persistence in doing what they have long done, and in their rights. But such small sources of irritation surely do not affect the atmosphere of the Olympian heights upon which Secretaries of State are supposed to live and to legislate. It is therefore rather remarkable, and I think regrettable, that impatience in dealing with this difficult and perplexing question should ultimately have been shown. I do not think that the Home Authorities have displayed impatience will doubtless point to the fact that as long ago as April 1901 they approached the local Government on the subject, but that was not the end of the matter. In January 1907, the first reasonable defence of the present proposal was made. The subject is a most difficult one to understand, and even now there are many contributors of accredited intelligence who have not been able to grasp the nature of the fund has been made, it is unfair to ask them to relinquish their rights in it. From their point of view the bargain proposed by this Bill resembles the proverbial pig and the carrot. The pig, I suppose, may be fair enough, but if I were a contributor, and thought so, I should still think that no contributor who thought otherwise should be compelled to become a party to the arrangement. I am sure that the reason for urgency which the action of the Home Authorities seems to imply, if the Civil Government had been impatient it would be comprehensible enough. But the reason for urgency which is in order now and the prospect of receiving \$20,000 per annum and paying \$2,000 against it for as long as the funds will continue the luck of the fund—this advantage we could all understand. Oh, but it is not the fact that the money will be given to anything out of this transfer, the benefits are all in favour of the contributors. This brings into view another aspect of the question that calls for delay. If a contributor, whether he be a private citizen or a highly advantageous to the contributors in the long run, they must be equally disadvantageous to the Hongkong taxpayer. I am sure no taxpayer would be likely to agree to such a transfer of his money to the Government under this Bill to the wives of degraded officials, but so much has been said of the liability of the fund; so much said as to the prospects of it becoming insolvent, that I am sure that the Government and the Public may be pardoned for desiring to know a little more definitely than they do at present the nature of the liability to which this Ordinance commits them. There are several reasons why it is desirable for the Government to have an up-to-date valuation made and thereafter to bring their transfer proposal to this Council. This, it seems to me, is the only way to settle the question. For this reason, this is what I think ought to have been done, and this I hope the Colonial Government will even now, at the eleventh hour, agree to press for. I cannot see any immediate objection to a resolution of this kind, and the method of its propulsion. I am not satisfied that justice is being done to the rights of an unrepresented minority. On principle I object, too, to a measure of this nature being forced through. I think that the Government should not proceed with the Second Reading and to appear to the Secretary of State to postpone the operation of his predecessor's fiat."

Hon Mr. H. E. Pollock said—I support the proposition just moved by the hon. member. I think that the fact that in this matter the wishes of the minority, although it may appear to be a comparatively small number, should receive more attention. In this matter we are dealing with the property of the Government, and the servants who for many years devote their time and service, in many cases for 30 years, to the public service of the Colony, and it is not easy to see how it can be justified that it is that it is obvious that certain conditions should be observed in dealing with them. I venture to suggest for the consideration of the Council that the minority should not have forced upon them in the disposal of the fund, the same conditions as those under which they began to contribute to the fund. Probably hon. members will remember that very celebrated legal case which went to the House of Lords, in which the members of the Free Church of Scotland were concerned. The fund had been contributed to for certain purpose and under certain conditions it should not be diverted. I think that the hon. member opposite has suggested that the hon. member in support of the proposition which he has submitted and I content myself by saying that I agree with those arguments.

The Hon. Colonial Secretary replied—Sir, the hon. member mentioned by the hon. member opposite is a case of inconsistency. But if he will read the despatch of the 24th June, 1907, he will not find therein one single word in the nature of expressing an opinion one way or the other. He has asked the hon. member to have this question of the transfer of the fund further considered and if possible to legislate in the necessary direction. I found, Sir, that the hon. member was not prepared to do this, and I am almost to say that it is turned out, extremely sound advice when I suggested to the Secretary of State to let the matter rest. The matter has rested, Sir, with the result that, when after a year or so, the hon. member has come round, the hon. member has asked me to do what I have already done several times. I am not prepared to do any more than I have already done.

[illegible]

his predecessor had since consulted authorities; and he has acted on no good advice as could be seen by his conduct. Therefore that there is any sufficient reason for delaying this resolution which has been delayed too long.

His Excellency said—Gentlemen, I do not propose to say anything more on this subject since we have heard very full explanations on both sides of the question, on the one hand by my hon. friend, the Colonial Secretary, and on the other by the hon. member who represents this constituency of Commerce. There is one point alone I will take, and that is the argument by the hon. member on my right that the Imperial Government has, in this matter, been so co-operatively assisted by the Colonies. The primary interests of this Colony are, on the one hand, the officials, and on the other hand, the taxpayers. Why in those circumstances, should this Colony be asked to represent its constituents at Commercials? To do that, I take it, was the gravamen of the question put by my hon. friend. Now, gentlemen, the Imperial Government has a very distinct and direct interest in particular instances. It must act to and for the benefit of civil servants appointed by the Crown, and the Secretary of State is the representative of Crown. It must not be overlooked that the civil servants of this Colony may at any time be transferred to any other, and frequently arc. Therefore, where you have transferable services there must of necessity be some uniformity. The Secretary of State acts, as my hon. friend said, most judiciously as guardian of the interests of this Colony not only for the moment but in future, and of the interests of the civil servants of whom he is charged this many antediluvian scheme on the one hand for the Colony, and on the other hand for the civil service. Any further delay, in addition to the long delay which has already occurred in putting further investigations into this scheme for additional valuations and so forth until they were deferred for a period of perhaps twenty, thirty or forty years, would not give really reliable figures. The best advice the Secretary of State has is that on the whole it seems fair to both sides. The subject during the last week or two has been fully discussed and considered by those immediately affected right up to the Colonial Secretary, and the scheme for the improvement of the dykes in favour of the change. In these circumstances, gentlemen, I am myself of opinion that we can endorse in this Council the proposals made in the despatches of the Secretary of State, and that this Bill should be read a second time.

On the question being put His Excellency declared that it was carried and the bill was read a second time.

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### JUNK STRIKES ROCK.

Last night a junk struck the submerged rock at Capismun Pass, the same one on which the s.s. Down foundered on the night of June 8. There were no lives lost although the damage done is estimated at \$4,100.

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### THE FLOOD,

The fund collected in Canton towards the relief of the sufferers from the flood has been handed by the foreign Consuls to the Viceroy to be disposed of as His Excellency thinks best. It has been suggested to His Excellency that in view of the fact that the Yangtze River districts, especially those of Anhui and Tsingtung appear to have suffered most from late floods and that on the whole it seems fair to distribute the money among needs in these two districts towards the repairs of dykes and the provision of rice seed, the contribution should be applied to those objects.

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### Flood Relief Fund.

The committee beg to acknowledge with thanks the following donations. St. Peter's, Deacons' Church, per Mr. H. Sykes \$250-00, Dr. C. M. Harston, \$25-00.

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### BUILDING SUDDENLY COLLAPSES.

Soon after seven o'clock this morning a one story building in Nullah Lane Wanchai, which is used as a soap boiling factory collapsed with startling suddenness owing to the heavy rain. Fortunately there was too early for the employees to be about so no one was killed or injured.

Yesterday afternoon a large stone at the Sikh Temple at Wanchai became dislodged, and crashed into the Tung doing much damage to one of the walls. Another stone rolled into a kitchen at Kai Point.

A bridge between Kowloon City and Yuenwai was washed away yesterday.

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### COMMERCIAL.

The dollar to-day stands at 1/9½, a fall of one-sixteenth.

The "Strait Echo" says—"The effect of the present trade depression is becoming more apparent day by day. The number of Chinese shops in Beach Street under seizure is increasing every day."

At a recent meeting of the Nanyang Tinplate Manufacturing Company, the Chairman stated that the Company on the 26th inst. attained during the past year but failed to reach the shareholders that they were not entitled to even mainly dependent on blast furnaces for their raw materials. It is believed that would not have been possible for the Company in recent years to have paid off satisfactory dividends; but fortunate reversal of their wrongheaded policy in the United States carrying on business in other countries, and thus they were in the fortunate position of having a much better basis for their native enterprise than the majority of Companies whose manufactures are more or less restricted to commerce of export. The Company paid a dividend of 8 percent. The profit made during the year was £76,063.

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### A GOOD SUGGESTION.

MRS. J. B. DODD OF Chongking, a Chinese girl of good mind and character, recently wrote to her mother in America, saying she thought it would be well if all the girls in China were taught English and American history and geography, and that they should be encouraged to travel abroad and see the world.

**Government Moving.**

At a meeting of the Finance Committee, yesterday afternoon, under the presidency of the Hon. Mr. F. H. May, Colonial Secretary, which was held immediately after the meeting of the Legislative Council, considerable discussion took place with regard to the following vote for a typhoon refuge for small craft at Mongkokkai.

A sum of \$186,500 in aid of the vote, public works extraordinary, Mongkokkai Breakwater—Typhoon Refuge for Small Craft.

The Hon. Colonial Secretary said—Briefly this matter is explained thus: You are aware that the Government proposed to construct a typhoon refuge at Mongkokkai, and that the vessel, the long breakwater. The dredger "St. Enoch" has been employed at the Naval Extension Works by Messrs Punched, Lowther and Co. The work is now finished, and we are sending her to Hongkong, where she will be used to maintain the vessel cost about £30,000, and we calculate that when we have done with her we will be able to set handsome sum by her sale, as the Colonial Secretary said, and we are not going to refuse a scheme if it is a good one. The rest of the item is made up of wages to crew, which are a considerable item, during the remaining months of this year. It has been calculated that by this purchase the Government will be saving the sum of £10,000, and that they would have spent if they had hired the only dredger which is for hire in the Colony at the present time, the "Canton River." Those are briefly the facts, gentlemen.

Mr. Ho Dr. Ho Kai—By voting for this we shall not be committing ourselves to the actual construction of the refuge at Mongkokkai. By voting for the dredger would we be committing ourselves to the refuge scheme? What, Sir, is what I wish to find out.

The Hon. Colonial Secretary—There is no doubt about it that the dredger is part of the Mongkokkai typhoon refuge scheme, and that the Government are not going to report the report of the Public Works Committee (No. 1) of this year, this Council has committed itself to the construction of that shelter. The Public Works Committee considered that the Government recommended finally that this refuge at Mongkokkai should be proceeded with, and that report was adopted by this Council.

Hon. Mr. Pellock—Assuming the purchase of the dredger, does that not be essential for dredging at Causeway Bay?

Hon. Commander Taylor—It would be quite useless for that.

The Hon. Colonial Secretary—I would like to take this opportunity of correcting some extraordinary misapprehensions which exist in the public mind regarding Causeway Bay. It seems to be considered that because the southern portion of the bay is bare at low tide, therefore Causeway Bay is a shallow place. That is not so. That is, however, as can be seen on the latest charts in the Colony. If you want to remove that you have got to take it away. The other part of Causeway Bay is quite deep.

Hon. Dr. Ho Kai—What is the area of Causeway Bay?

The Hon. Colonial Secretary—It is 500 acres. There is another misapprehension, that is, that the water in Causeway Bay is blowing outside, the tides are held up in this harbour. The effect of that is that when a typhoon is on the foreshore Causeway Bay is the only place where the water is not blown out to the shallow purpose inside. However, the Public Works Committee desire that it should be deepened, a particular area of it, and it is being deepened, but possibly some time to point out that the typhoon exists as to the condition of the Causeway Bay Shelter, and I venture to think in the hand, the Harbour Master, will agree with me.


Hon. Commander Taylor—Certainly there is always a very high tide in typhoon.

Hon. Mr. Pellock—I quite follow you with regard to this decision, very much the reason has been passed in this Council, but since then, Sir, a good deal has happened. As regards the matter of finance, there has been very lengthy correspondence between the Government and the Council, and in consequence of the matter does not stand at all as it did when that financial minute was passed. It is quite obvious that the scheme cannot be carried out if it is very difficult in financing, and Sir, I would like to point out that the scheme, as it appeared in the local press in which Messrs Denison, Ram and Gibb points out that the present typhoon refuge at Causeway Bay will be prepared at a comparatively low cost.

The Hon. Colonial Secretary—But it is a wrong position. One of the points is making a new refuge is that it should be elsewhere. Now, gentlemen, I could not go to the Council and say that the various boat shelters in the harbour were referred to the Public Works Committee who selected Mongkokkai. Then the commendation was referred to the Typhoon Committee, and that committee is the biggest committee ever formed in the Colony, and every possible man was members of the Chamber of Commerce heads of firms and everybody. That committee agreed that the site was referred to the Public Works Committee on which the representative of the Chamber of Commerce, Mr. Horne, has said. They discussed the matter fully. You will find in the Council the committee report (No. 8) of 1907. There was then some difference of opinion, so of the members wanting to go further as than Mongkokkai. They wanted to go to Cheungshan, and that was the position in the first report of the Public Works Committee for the current year, and seems to me that the thing was threatened on Thursday, and that was the position. His Excellency intimated that he is not prepared to recede the question of a site for a breakwater. The site of this breakwater has been determined, and the Government are maintaining it, of course, another matter. But in view of the widely expressed public opinion that there should be an additional shelter, and in view of the references already made to the Committee, I think it is very reasonable to give a good opinion on the scheme. The Government have been adopted by the majority. I think you may take it, gentlemen, that in voting this money you are assisting the Government in the scheme, and that is the best policy—that is, to build the breakwater at Mongkokkai, some what more as the result of the consideration of the Public Works Committee and other bodies, and that is the best policy.

Hon. Dr. Ho Kai—And I take it that when this money is voted, the Government are going to carry out the scheme, and that is the best policy.

The Hon. Colonial Secretary—That is the best policy.



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**\$360** Monthly Payments.

**ROBINSON PIANO Co., Ltd.**

Hon. Mr Pollock.—Was the bay on the north east of Siamoutse considered all the bay in which the "Hygieia" usually is?

The Hon. Colonial Secretary.—No, not that side. It is a long way to get to that side. Hon. Mr Pollock.—Not much further from West Point than to get to Mongkokai.

The Hon. Colonial Secretary.—I don't agree with you there. The site on Stouts outers suggested was at the south-east corner.

Hon. Mr Pollock.—The south-east corner is much more exposed than the north.

The Hon. Colonial Secretary.—Hon. my official members would no doubt like to refresh their memories by having a copy of the report. I will ask the clerk to be good enough to send you the reports of the Public Works Committee, No. 3 of 1902 and No. 1 of 1908, and to be good enough to send copies to the Press also. They contain most interesting information.

Hon. Dr Ho Ka.—And will you defer this vote?

The Hon. Colonial Secretary.—No, Sir. I don't see any necessity. The dredger is there, and we have got to pay for her.

Hon. Mr Pollock.—I understand the Government have absolutely purchased this dredger?

The Hon. Colonial Secretary.—We have purchased her. Even if they were changed of side we would still want the dredger. What I want to make clear is as far as I know, His Excellency has no any idea of giving up the Mongkok scheme.

The Committee then adjourned.

**A NEW HEAD ON YOU!**—If your face aches, try Stearns' Headache Cure. Your head will soon feel like a new one. It's the same head, but the ache is gone.

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Latest Novels by the Best Authors (Colonial Edition) Arrive Every Mail.

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## Shipping.

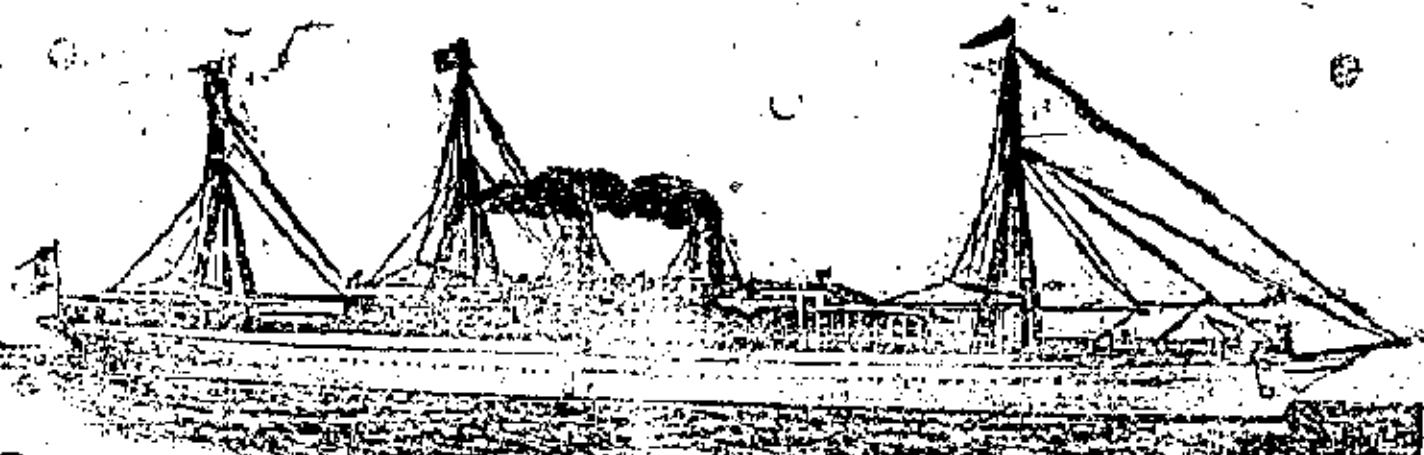
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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, via Usual Ports	DEVANHA	1st Aug. (Noon, 25th)	See special advertisement.
MARSEILLES, LONDON & ANTWERP, via S'PORE, P'RO, Cebu & P'ny S'nd	SARDINIA	About 29th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	DELHI	About 1st August	Freight and Passage.
SHANGHAI	DELHI	About 8th August	Freight and Passage.

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R.M.S.	PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER.
EMPIRESS OF CHINA	6000 Tons	SATURDAY, July 25, at Noon	Aug. 15, at Noon
EMPIRESS OF INDIA	6000 Tons	SATURDAY, Aug. 1, at Noon	Sept. 1, at Noon
EMPIRESS OF JAPAN	6000 Tons	SATURDAY, Sept. 5, at Noon	Sept. 26, at Noon
EMPIRESS OF RUSSIA	6000 Tons	SATURDAY, Sept. 11, at Noon	Oct. 10, at Noon
EMPIRESS OF CHINA	6000 Tons	SATURDAY, Sept. 17, at Noon	Oct. 17, at Noon
EMPIRESS OF INDIA	6000 Tons	SATURDAY, Oct. 3, at Noon	Oct. 27, at Noon

THE shortest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPIRESS' Steamships, 14,600 tons register, thus providing a comfortable and speedy through route to Europe.

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## NORDDEUTSCHER LLOYD BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL 1908.
NAPLES, GENOA, LIGURIA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	PRINZ LUDWIG	WEDNESDAY, 29th July, at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ REGENT LUFTHOLD	WEDNESDAY, 29th July, at Noon
MANILA, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND	THURSDAY, 13th Aug., at 5 p.m.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	SATURDAY, 25th July, at 6 p.m.
KUDAT AND SANDARAN	BORNEO	Beginning of August

Norddeutscher Lloyd, MELBOURNE & CO., General Agents, Hongkong & China.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship **MINNESOTA** - 25,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

**Sailing Dates Subject to Change.**  
MINNESOTA, Captain C. F. Austin, FRIDAY, 9th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms); Main room, Library, Saloon, room, Nursery, Laundry, Telephone, etc.

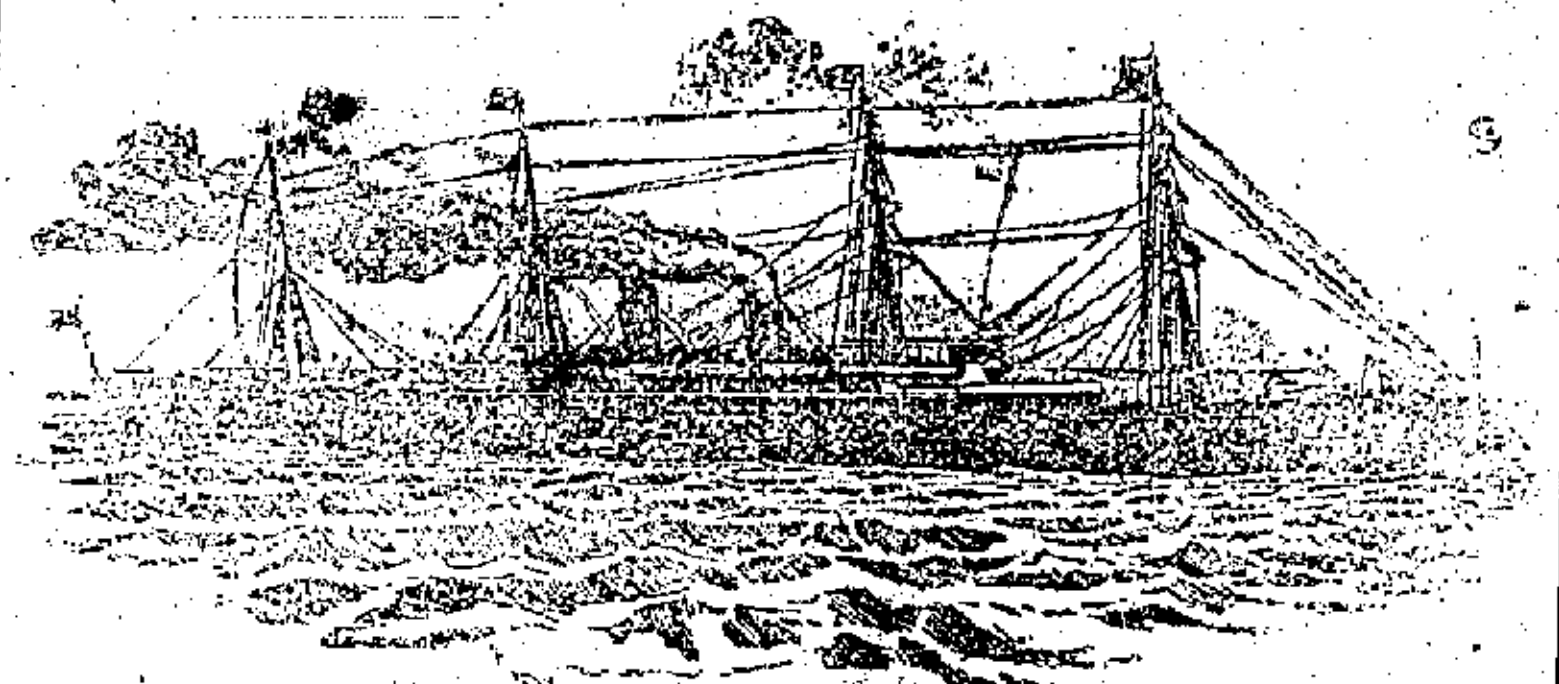
Trans-Pacific Cabin passengers may travel by rail to desired points of Yokohama, Kobe, and Nagasaki, without extra charge.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

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## SEMI-TROPICAL ROUTE.

Only has taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

STEAMERS	PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	SAILING DATES, 1908.
ASIA	9,000 Tons	SATURDAY, 1st Aug., at Noon
MONGOLIA	9,000 Tons	SATURDAY, 8th Aug., at Noon
TENYO MARU	9,000 Tons	SATURDAY, 15th Aug., at Noon
KOREA	9,000 Tons	SATURDAY, 22nd Aug., at Noon
AMERICA MARU	9,000 Tons	FRIDAY, 11th Sept., at Noon
SIBERIA	9,000 Tons	SATURDAY, 19th Sept., at Noon
MANCHURIA	9,000 Tons	SATURDAY, 26th Sept., at Noon
CHINA	9,000 Tons	SATURDAY, 3rd Oct., at Noon
HONGKONG MARU	9,000 Tons	FRIDAY, 9th Oct., at Noon

Yokohama to San Francisco, 18,000 tons, September 12-27th 1908; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, 18,000 tons, August 16th-20th, 1908; 4 days, 10 hours.  
San Francisco to Yokohama, 18,000 tons, August 16th-20th, 1908; 4 days, 10 hours.  
Yokohama to San Francisco, 18,000 tons, Oct. 13th to 28th, 1908; 10 days, 10 hours and 25 minutes.

THE O. & O. Steamship ASIA will be despatched from Hongkong to SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, the 1st August, 1908, at Noon, taking cargo for Japan and the United States.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Hawaii, Canada, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamships.  
For further information as to Passage and Freight, apply to the Agency of the Companies, Kinko's Building.

## PORTLAND &amp; ASIATIC S.S. CO.

FOR KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO on route to PORTLAND, OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON 1908.
NUMANTIA	4571	H. FREYMAN	29th July, at Noon

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI, HOIHOW & HAIPEI	SHAOHING	July 27, at 4 p.m.
MANILA, CEBU & ILOILO	TEAR	July 28, Daylight
TSINGTAI, CHEFOO & NEWCHANG	KATONG	July 29, at 10 a.m.
WU-HAI-WEL, CHEFOO & TIENTSIN	KUICHOW	July 31, at 4 p.m.
MANILA, ZAMBOANGA, CEBU, CAGAYAN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	TAIWAN	August 3, at 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.  
CARGO booked through for all Eastern, Canadian and United States Ports. A duly qualified Surgeon is carried.  
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

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## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SUVERIC	6232	W. Shotton	29th July, 1908
KUMERIO	6232	E. V. Roberts	19th August
SHAWMUT	9806	W. T. Garlick	12th September
TREMONT	9806		6th October

Steering Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, apply to Dodwell & Co. Limited, GENERAL MANAGERS, QUEEN'S BUILDINGS.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TSINGTAI & CHEFOO	CHANGSHING	SATURDAY, July 25, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	NAMSANG	SATURDAY, July 25, at Noon
SHANGHAI	KWONGSANG	MONDAY, July 27, at 4 p.m.
SANDARAN	MAUSANG	TUESDAY, July 28, at Noon
SINGAPORE, PENANG, AND CALCUTTA	LAISANG	THURSDAY, July 30, at Noon

RETURN TOURS TO JAPAN, Occupying 24 days.

The steamers Kulsong, Namsang and Kwongsang leave about every 3 weeks for Shanghaï and Yokohama, returning via Koba (Inland Sea) and Moji to Hongkong and rejoin at Koba.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports; Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Singapore, Swatow, Duntan, Jussellton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

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## ALL ROUND THE WORLD LINE.

OUTWARD: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, via Suez, CEYLON, NAPLES, COLUMBO, SINGAPORE, HONGKONG, CHINWANTAO, (PEKING), TIENTSIN, KOBE, YOKOHAMA, Cebu, to Hongkong in 30 days. Naples to Hongkong in 25 days.

Unique opportunity to make a Tour in North-China and Japan with great speed, safety and comfort.

TRANS-PACIFIC: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO, connecting with Canadian Pacific Railway.

Passengers to Overland and Europe via Vancouver.

Yokohama-Vancouver 13 days. Yokohama-London & Paris 26 days.

HOMeward: MEXICO, RIVIER PLATE, BRAZIL, LA PALICE, Magellan Straits, LIVERPOOL.

PROPOSED SAILINGS: Ouessant, 27th Aug. Ceylan, 26th November. Malte, 12th Oct. Corse, 11th January.

No Passengers. — Intermediate Class and Rates of Passage. New Twin Screw, 16,000 Tons displacement, 1st Class accommodation, splendidly equipped with single berth cabins. All Round the World Ticket by these boats, 670.

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## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSUI, via SWATOW AND AMOY	AMOY	SUNDAY, 26th July, at 9 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW	AMOY	WEDNESDAY, 29th July, at 10 a.m.
TAMSUI, via SWATOW AND AMOY	AMOY	SUNDAY, 2nd Aug., at Noon

These New Steamers have excellent Accommodation on First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Amidships. Coriolis Tables.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply to the Co.'s local Branch Office, at 200, Queen's Road, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly-Built Passenger Steamer KAMO MARU (Tons 6000 Gross Reg. — Captain F. L. Soumen).

will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on Board for Travelers. First-class State-rooms amidships, comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and Around-the-World. For further particulars, apply to NIPPON YUSEN KAISHA.

Hongkong, July 14, 1908.

FOR BOSTON AND NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALACCA COAST).

THE Steamship SCHUYLLER, Captain ANDERSON, will be despatched as above on or about MONDAY, the 27th inst.

For Freight, etc., apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (HONG KONG BRANCH), Hongkong, July 10, 1908.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about TUESDAY, the 26th August, 1908.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents, Hongkong, July 18, 1908.

## Shipping.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Steamers to PERMAN GULF, RED SEA, PERSIAN GULF, LAYAN, VENICE, and ADRIATIC PORTS.)

THE Co's Steamship NIPPON, Captain B. TANIUCHI, will be despatched as above on or about SATURDAY, the 25th July.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER, & CO., Agents, Hongkong, June 25, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship ARRATOON APOAR, Captain A. STEVART, will be despatched for the above Ports on FRIDAY, the 31st inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SAARON & Co., Ltd., Agents, Hongkong, July 23, 1908.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP, via SUEZ CANAL.

THE Steamship GLENSTRAN, Captain J. MACGILLIVRAY, will be despatched as above on SATURDAY, the 1st August, 1908.

For Freight, apply to McCREGOR BROS. & CO., Hongkong, July 11, 1908.

Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

51, QUEEN'S ROAD CENTRAL.

S I E R T I N G Surgeon Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

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W. G. HUMPHREYS & CO., BANK BUILDINGS.

Hongkong, May 18, 1908.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. New Advertisements should be sent to our Office at 5, Queen's Road Central before 3 p.m.

THE CHINA MAIL, LD.

THE COMMERCIAL LAW AFFEY, AND CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

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For Sale at the China Mail Office, at 5, Queen's Road Central.

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A SERIES OF ARTICLES.

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WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. — Price, 50 Cents.

CHINA MAIL OFFICE, 5, QUEEN'S ROAD CENTRAL.



# Shipping. **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

PROPOSED SAILINGS OF MAIL STEAMERS

## **MARSEILLES & LONDON.**

CARRYING PASSENGERS AND CARGO TO  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Ship	Leave	Arrive	Ship	Leave	Arrive
DEVANHA	July 25	Aug. 2	MOLDAVIA	Aug. 28	Sept. 5
MARMOBA	Aug. 2	Aug. 9	HIMALAYA	Sept. 5	Sept. 12
DELHI	Aug. 9	Aug. 16	MAEDONIA	Sept. 12	Sept. 19
DELHI	Aug. 16	Aug. 23	MONGOLIA	Sept. 19	Sept. 26
DELHI	Aug. 23	Aug. 30	INDIA	Sept. 26	Oct. 3
DELHI	Aug. 30	Sept. 6	BRITANNIA	Oct. 3	Oct. 10
DELHI	Sept. 6	Sept. 13	MOULTAN	Oct. 10	Oct. 17
DELHI	Sept. 13	Sept. 20	CHINA	Oct. 17	Oct. 24
DELHI	Sept. 20	Sept. 27	MOLDAVIA	Oct. 24	Oct. 31
DELHI	Sept. 27	Oct. 4	HIMALAYA	Oct. 31	Nov. 7
DELHI	Oct. 4	Oct. 11			

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at date of booking.

In addition to the above Mail Steamers the following...

INTERMEDIATE (Non-Transit) STEAMERS

## **LONDON.**

CARRYING PASSENGERS AT REDUCED RATES.

SEAFARERS.		Leave at Home		Due at London	
Tons		about		about	
* SARDINIA	6500	July	29	Sept.	13
* NUBIA	6500	Aug.	12	Sept.	27
* SYRIA	7000	Aug.	26	Oct.	11
* NUBIA	7000	Sept.	9	Oct.	25
* NUBIA	7000	Oct.	7	Nov.	22
* NUBIA	6500	Nov.	4	Dec.	20
* SUMATRA	7000	D. e.	2	Jan. (1909)	17
* SOMALI	10000	Dec.	30	Feb.	14
* BORNEO	7000	Jan. (1909)	14	Feb.	10
* NILE	7000				



## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—  
On the 24th at 11.55 a.m.—The barometer has risen generally, except over the Yangtze Valley and in Wladivostok.  
Areas of low pressure are lying over the Yangtze Valley, and E. Manchuria; and high pressure covers the Pacific to the E. and S.E. of Japan.  
Fresh to strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 3.99 inches.  
Forecast for the 24 hours ending at noon to-morrow.

Forecast District.  
1.—Hongkong and Neighborhood: S.W. winds, fresh or strong; squally, showers.  
2.—Formosa Channel: S. winds, fresh to strong.  
3.—South coast of China between Hongkong and Lamook: Same as No. 1.  
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## "MY WIFE'S WONDERFUL CURE."

THE RESTORATION OF MRS. SILVA OF BANGKOK, SIAM, THOUGHT TO BE DYING OF "DECLINE"—BY DR. WILLIAMS' PINK PILLS.  
ENTHUSIASTICALLY DESCRIBED BY HER GRATEFUL HUSBAND.  
"DECLINE," or incipient Consumption, frequently arises from neglect of Anemia, especially in a hot climate. It is due to deficiency of blood; its symptoms are, a gradual decay of strength—loss of appetite; inability to derive benefit from food eaten; muscular weakness; condition of not being well, without any specific pain; gradual fading away, until death overtakes the patient. Dr. Williams' Pink Pills have frequently restored sufferers from "Decline" to health, as in the case of Mrs. Silva described below, because they give new, rich, revivifying blood to the veins with every dose.  
Mrs. D. Anita Silva lives at Windmill Road, Bangkok, Siam, and is engaged in the profession of nursing. "Some two years ago my wife fell into a 'decline,' said Mr. Silva. "She became exceedingly thin and pale, her eyes were sunken and had a yellowish hue, she could sleep but



little either night or day. Her sad condition was a source of constant anxiety to me, for I feared she would never get well again. We tried all sorts of medicines but none of them did my wife any good, in fact the more medicine she took the worse she seemed to get.  
"One day just over a year ago a small pamphlet came into my hands telling of some noteworthy cures by Dr. Williams' Pink Pills, and this led me to buy some of these Pills in the hope that they would benefit my poor wife. Before she had finished the contents of one bottle there was a decided change for the better in her condition. Right bottles of the Pills completely cured her. They restored her appetite, gave her back her strength, enabled her to sleep well, made her eyes bright and clear, and brought the glow and fullness of health back to her pallid sunken cheeks. It is now a year since my wife's wonderful cure by Dr. Williams' Pink Pills for Pale People, and since then she has had no return of sickness. You may make whatever use you think best of my testimony."

By their unique purifying, and at the same time tonic or strengthening action on the blood, and through the blood on the whole system, Dr. Williams' Pink Pills for Pale People have cured thousands of cases, the World over, of Anemia, Decline, Indigestion, Liver Complaint, Rheumatism, Malaria, Early Decay, Nervous Debility, Anemia, Beri-Beri, Rheumatism, Sciatica, Dropsy, Eczema and Skin eruptions generally, as well as the after-effects of Fevers, Dysentery, and Cholera. They are the renowned remedy for those ailments which afflict so many women at frequent intervals between youth and middle-age. Dr. Williams' Pink Pills are obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send six bottles for \$9/- or one bottle for \$1.50, post free to any address.

## To-day's Advertisements

IMPERIAL GERMAN MAIL LINE.

MORDEUTSCHER LLOYD, BREMEN.

FOR YOKOHAMA AND KOBE.

THE Steamship PRINCE SIGISMUND.

Captain D. J. Harris will leave TO-MORROW (SATURDAY), the 25th July, at 6 p.m.

instead of as previously advertised.

For further particulars, apply to

NORDEUTSCHER LLOYD, MELBOURNE CO., Agents.

Hongkong, July 24, 1908. 1042

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Co's Steamship Nippon having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the warehouse and for extra handling Consignees of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be sent to the Office of the Undersigned before Noon, on the 31st July, 1908, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 31st July, 1908, will be subject to rent.

Bills of Lading will be countersigned by RANDER, WILKINSON &amp; CO., Agents.

Palace Buildings, Hongkong, July 24, 1908. 1043

## To-day's Advertisements

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, LONDON AND STRAITS.

THE Steamship FLINTSHIRE.

Captain CUNY, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at KOWLOON, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 30th July, at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining uncollected after the 30th July, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES &amp; CO., Agents.

Hongkong, July 24, 1908. 1014

## SHIPPING

ARRIVALS.

Nippon, Austrian steamer, 4,017, E. General.

Tarabochia, Shanghai July 19, General.

SANDER, WILKINSON &amp; CO.

Mandarin, Japanese str., 4,562, Nagasaki, Kuchinotsu July 18, Coal.—M. B. A.

Knigsberg, German str., 648, D. Henk.

Kwangtung, German str., 4,562, D. Henk.

General, German str., 4,562, D. Henk.

Burra, British steamer, 2,404, Whyte.

New York and Durban June 28, Coal.—M. B. A.

Standard Oil Co.

July 24.

Empress of China, British str., 3,016, R. Archibald, B.N.R. Vancouver, C.O. July 6, and Shanghai 22, Mail and General.—C. P. R. Co.

Tenz, British str., 1,348, A. Outerbridge.

Manila July 21, General.—BUTTERFIELD &amp; SWIRE.

Kwang Tai, Chinese str., 1,536, Wm. H. Hunt, Amoy July 22, General.—C. M. S. N. Co.

Nanchang, British str., 1,040, W. J. Miller, Nanchang July 18, and Chiofo 17, General.—BUTTERFIELD &amp; SWIRE.

Hupoh, British str., 1,208, G. J. Spink, Haiphong and Hongkong July 23, Rice and General.—BUTTERFIELD &amp; SWIRE.

Dakota, British steamer, 2,592, Rice, from San Francisco, Ker wine Oil.—STANDARD OIL CO.

Livia, German str., 4,221, unning, Yokohama July 11, and Forst, 2, General.—HAMBURG-AMERICA LINE.

Manche, French steamer, 2,600, R. S. Sa'gon July 21, Rice.—MESSAGERIES MARITIMES.

Kwongkong, British steamer, 1,428, W. Palmer-Daker, Shanghai July 20, and Swatow 23, General.—JANSEN, MATTHEWS &amp; CO.

Lioness, British str., 4,788, Thos. H. Hida, B.N.R., Shanghai July 21, Mail and General.—P. &amp; O. S. N. Co.

Wosang, British str., from Canton.

DEPARTURES.

July 24.

Hongkong Maru, for Shanghai and San Francisco.

Awa Maru, for Kobe.

Yokohama Maru, for Manila.

Hatching, for Swatow.

Giltair, for Quong-chow-wan.

Amiral Edouard, for Shanghai.

Wosang, for Swatow.

Lockhart, for Hoihow.

CLEARED.

Devenha, for Europe, etc.

Kwangtung, for Canton.

Kwangtung, for Kowloon-wan.

Nanchang, for Canton.

Carl Diederichsen for Hoihow.

Hidene, for Hoihow.

PASSENGERS.

ARRIVED.

Per Express of China, from Vancouver, etc.

Per Tean, from Manila, Mr. and Mrs. Allen, Messrs. Donnelly and Aull.

Per Kwongkong, from Shanghai, Mr. C. H. Blason, Mr. H. W. Skinner, and Miss E. Hunter.

Per Swatow, from Hongkong, Mr. Yokohama, Mr. and Mrs. Kimball, Mr. S. Kimball, Miss Kimball, Mr. J. Kimball, Mr. and Mrs. Brown and child, Capt. J. C. Dow, Mr. and Mrs. H. W. Knowles, Mr. D. Gardell, Mr. L. P. Atkins, Mr. J. W. Olive, Mr. J. P. Farmer, Mr. and Mrs. E. H. Brown, 3 children and man; from Kobe, Count A. de Beza, Lieut. and Mrs. C. G. W. Worcester, from Shanghai, Mr. and Mrs. R. G. E. Cope, child and servant, Mr. and Mrs. Engel and 2 children, Misses Engel, Mr. and Mrs. E. J. Hogg, Mrs. Pollock, Mr. F. B. St. Jacob, Mr. R. Cook, and Mrs. Bentley, from Yokohama; for Marcellas, Mr. and Mrs. Forsyth, from Shanghai; for London, Mr. H. J. Harris, child, Mr. P. E. Butcher, and Mr. J. W. Steel; for Marcellas, Mr. H. W. Fean.

DEPARTED.

Per Hongkong Maru, for San Francisco, etc.

Per Tean, for Manila, Mr. and Mrs. Allen, Messrs. Donnelly and Aull.

Per Kwongkong, from Shanghai, Mr. C. H. Blason, Mr. H. W. Skinner, and Miss E. Hunter.

Per Swatow, from Hongkong, Mr. Yokohama, Mr. and Mrs. Kimball, Mr. S. Kimball, Miss Kimball, Mr. J. Kimball, Mr. and Mrs. Brown and child, Capt. J. C. Dow, Mr. and Mrs. H. W. Knowles, Mr. D. Gardell, Mr. L. P. Atkins, Mr. J. W. Olive, Mr. J. P. Farmer, Mr. and Mrs. E. H. Brown, 3 children and man; from Kobe, Count A. de Beza, Lieut. and Mrs. C. G. W. Worcester, from Shanghai, Mr. and Mrs. R. G. E. Cope, child and servant, Mr. and Mrs. Engel and 2 children, Misses Engel, Mr. and Mrs. E. J. Hogg, Mrs. Pollock, Mr. F. B. St. Jacob, Mr. R. Cook, and Mrs. Bentley, from Yokohama; for Marcellas, Mr. and Mrs. Forsyth, from Shanghai; for London, Mr. H. J. Harris, child, Mr. P. E. Butcher, and Mr. J. W. Steel; for Marcellas, Mr. H. W. Fean.

VESSELS AT THE DOCKS.

At Kowloon—Soroogon, Courtfield, Granter, Katherine Park, Lockman, Hotel, Pakist, Sierrast, Mancho, Xulas, Cony, Poldan, Aba-ten.

Temperature.

Hongkong, July 24, 1908.

BAROMETER—9 A.M. 29.73

DO—1 P.M. 29.71

DO—4 P.M. 29.70

THERMOMETER—9 A.M. 83

DO—1 P.M. 83

DO—4 P.M. 83

DO—(Wet bulb) 78

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## Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels may be Hongkong shore are marked "h", near the Kowloon shore "k", and those in the body of the Shipping of midway between each shore are marked "c", in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Office.

4. From Harbour Office to the Market.

5. From the Market to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Building.

8. From Blue Building to East Point.

9. From East Point to Kowloon Island.

10. Kowloon Wharves.

11. Jardine's Wharf.

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## Vessels Advertised as Loading.

DESTINATION. VESSEL. AGENTS. DATE OF LEAVING.

Cebu &amp; Holo. Kallong (s). Butterfield &amp; Swire. July 29, at 10 a.m.

Coast Ports &amp; Shanghai. Bojan Maru (s). Osaka Shosen Kaisha. July 29, at 10 a.m.

Finn, Trieste, etc. Pippin (s). Pippin &amp; Co. July 29, at Noon.

Cebu, Manila, etc. Pippin (s). Pippin &amp; Co. July 29, at Noon.

Hollow &amp; Haiphong. Pippin (s). Pippin &amp; Co. July 29, at Noon.

Japan &amp; Portland, Or. Pippin (s). Pippin &amp; Co. July 29, at Noon.

Kobe &amp; Yokohama. Pippin (s). Pippin &amp; Co. July 29, at Noon.

Kobe &amp; Yokohama. Pippin (s). Pippin &amp; Co. July 29, at Noon.

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